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CLASSIFICATION

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CENTRAL INTELLIGENCE AGENCY INFORMATION FROM

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REPORT

50X1-HUM

COUNTRY

Yugoslavia

DATE OF

INFORMATION

1950

SUBJECT

Transportation - Water

Aug 1950 DATE DIST.

**PUBLISHED** 

Monthly periodical

WHERE **PUBLISHED** 

Split

NO. OF PAGES 3

DATE

HOW

**PUBLISHED** 

Jan, Mar 1950

SUPPLEMENT TO

LANGUAGE

Serbo-Croatian

REPORT NO.

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SOURCE

Pomorstvo.

## YUGOSLAV MERCHANT MARINE DATA

### 1950 NAVIGATION BUDGET

Pomorstvo, No 1, Jan 50

In his 1950 budget speech, Vicko Krstulovic, Minister of Navigation, stated that the Yugoslav navigation budget for 1950 is 13.7 percent larger than in 1949. Eight percent of the budget will be for the social standard and 92 percent for capital construction.

Under the budget for capital construction, the merchant marine will get 64.5 percent, ports 25 percent, and construction enterprises, including salvage enterprises, 10.5 percent of the budget.

In the 1950 investment plan, 22.4 percent is slated for construction projects, of which one fourth is for social standard projects.

The 1950 plan also calls for the speedy reconstruction of destroyed and completion of unfinished wharfs, the mechanization of ports (especially in Rijeka), and the intensified construction of social standard projects, especially in Rijeka, Split, and Kardeljevo.

Compared to the realized 1949 plan, the 1950 plan shows an increase of 45 percent in ton-miles, 24 percent in tons of freight shipped, 38.8 percent in the amount of freight loaded and unloaded in ports, 60 percent in navigation construction, and 10 percent in the dredging of ports and sea lanes.

In 1949, as compared to 1948, 28.5 percent more freight was shipped, or 45.6 percent more according to ton-miles, and 7 percent more passengers were transported, or 19 percent more according to passenger-miles. For the same period the increase in the average carrying capacity of ships was 10.8 percent.

In comparison with the 1951 plan, the 1950 plan represents only 51.2 percent of the freight tonnage to be transported, or 36.2 percent according to tonmiles, 39 percent of the gross registered tons, and 43 percent of the total engine power.

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The total turnover of freight in domestic ports realized in 1949 was 66 percent more than in 1947 excluding newly liberated areas and 18 percent greater than in 1948. The total turnover of passengers in 1949 increased 16.2 percent over 1947.

The 1949 capital construction plan for the merchant marine was realized by 67 percent. During 1949, the Zagreb, the Skoplje, and the Sarajevo were added to the Yugoslav merchant marine.

The Zagreb is 101.8 meters long, 14 meters wide and 8.3 meters high up to the main deck. It has a displacement of 6,100 tons a capacity of 3,100 gross registered tons, a carrying capacity of 3,904 tons, a 2,275-horsepower engine, and a speed of 14 knots. It can accommodate 17 passengers. The Hrvatska was completely repaired in 1949 in a Yugoslav shipyard, while the Srbija was under construction in the Netherlands. The total tonnage of all these ships is 23,197 gross registered tons.

In 1949, 613 meters of new wharfs were constructed. Of these, 47 percent were constructed in Rijeka alone. In that year, wherf construction surpassed that of 1947 by 21 percent and that of 1948 by 13 percent. Thus far, 67.4 percent of the Five-Year Plan for wharf construction has been completed.

# TURNOVER OF SHIPS, FREIGHT, AND PASSENGERS IN YUGOSLAV PORTS

Pomorstvo, No 3 Mar 50

The following table shows the postwar increase in ship, freight, and passenger traffic in Yugoslav ports as compared to 1939 (1939 equals 100):

	1946	<u> 1947</u>	1948	<u> 1949</u>
Ships	107	182	221	116
Freight	129	150	212	252
Passengers	154	253	343	274

Statistics for 1939, 1946, 1947, and 1948 refer to the turnover in 292 ports, and those for 1949 only 92 ports.

The following table shows the increase in the number of ships docking and the amount freight and passengers loaded and unloaded in principal Yugoslav ports after the war (1939 equals 100):

	1946	1947	1948	1949
Rijeka				
Ships	154	139	160	162
Freight	41	64	109	143
Passengers	109	182	288	447
Sibenik				
Ships	48	97	87	88
Freight	86	65	75	136
Passengers	142	195	191	184
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	<u> 1946</u>	<u> 1947</u>	1948	1949	
Split					
Ships	71	156	142	102	
Freight	118	113	137	65	
Passengers	164	201	263	246	
Ploce /Kardeljevo	7				
Ships	100	156	129	93	
Freight	100	94	105	94	
Passengers	100	116	115	138	
Dubrovnik				8	
Ships	61	74	56	65	
Freight	61.	<b>3</b> 9	66	70	
Passengers	88	130	147	144	

Data for Rijeka include the entire Rijeka-Susak harbor.

According to the table, the 1949 turnover in Split seems smaller than in previous years. This is because the data up to 1949 include data on Split and the Vranje Basin, while the 1949 data include only data on Split Harbor and North Harbor.

Traffic data for Dubrovnik include Dubrovnik I and II (Gruz); 1949 data apply only for Dubrovnik II.

### NEW GRAIN ELEVATOR FOR RIJEKA

Pomorstvo, No 3, March 50

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In the beginning of February, a new grain elevator, with a capacity of 9,000 tons, was put into service in Rijeka harbor. The grain elevator is equipped with three elevators, each of which has a capacity of 80 tons per hour.

The elevators are driven by 39 electric motors. A transformer station of 1,800 kilovolt amperes will furnish power to the grain elevator and to the electric motors of the 5-ton cranes on the Belgrade and Vladimir Nazor wharfs.

#### SHIPYARD CONSTRUCTS NEW TUG

Pomoratvo, No 3, Mar 50

The "3 Maj" Shipyard recently constructed the tug Proleter. After the Udarnik and the Borac, this is the third tug constructed in domestic shipyards. The Proleter, which has a 600-horsepower engine, has been assigned to the "Brodospas" Enterprise.

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